



National Transportation Safety Board Aviation Accident Final Report

Location:	MEMPHIS, TN	Accident Number:	ATL87DLT03
Date & Time:	07/11/1987, 1415 CDT	Registration:	N3950L
Aircraft:	Burkhart Grob G102-111B	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

GLIDER TOW ROPE RELEASED AT ABOUT 200FT FOLLOWING T/O. GLIDER MADE RT TURN FOLLOWED BY STALL/SPIRAL WHICH CONTINUED UNTIL GROUND IMPACT. TOW PILOT SAW GLIDER PILOT'S HAT FALLING TO GROUND JUST AFTER TOW ROPE WAS RELEASED BY GLIDER PILOT. GLIDER CANOPY WAS FOUND UNLATCHED DURING EXAMINATION OF THE GLIDER WRECKAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
2. (C) STALL/SPIN - INADVERTENT - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/15/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	530 hours (Total, all aircraft), 220 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Burkhart Grob	Registration:	N3950L
Model/Series:	G102-111B G102-111B	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	5598CB
Landing Gear Type:		Seats:	1
Date/Type of Last Inspection:	04/25/1987, Unknown	Certified Max Gross Wt.:	838 lbs
Time Since Last Inspection:	0 Hours	Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	UNKNOWN
ELT:	Not installed	Engine Model/Series:	UNKNOWN
Registered Owner:	MEMPHIS SOARING SOCIETY, INC.	Rated Power:	
Operator:	MEMPHIS SOARING SOCIETY, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MEM, 360 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1355 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 22° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	KATHLEEN ACUFF	Report Date:	05/02/1988
Additional Participating Persons:	JIMMY JAMES		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).